

## ROOSEVELT'S PLAN MAKES THEM GASP

Railroad People Show Wide-spread Interest in New Policy to Control.

### SCHEME NOT NEW, HOWEVER

Suggestion That Government Buy Stock Proposed Quarter of Century Ago.

BY WALTER EDWARD HARRIS.

WASHINGTON, D. C., July 12.—The modified scheme of governmental ownership of railroads which President Roosevelt is now considering with a view to recommending its adoption to Congress, is not so new as many believe. It was proposed over a quarter of a century ago in the West, but it did not attract great attention.

In 1880, Colonel A. J. Straight was a candidate for the Republican nomination for the governorship of Indiana. He was the man who was captured, together with his whole command, by General Nathan B. Forrest, in one of the most brilliant affairs of the war. Colonel Straight owned several fine farms in Indiana, about a third of the way between Lafayette and Chicago. He found that it was cheaper to ship his corn to Lafayette, and thence back along the farms where grown to the case than to ship it directly from the case to Chicago, owing to the very cheap through rate from Lafayette to Chicago.

He took up the study of railroad questions, and one of the conclusions which he reached was that the government should carefully regulate passenger fares and freight charges, and that to do so effectively it should have representation on the boards of directors of all the trunk lines. He made this a chief plank in his platform, and while he attracted considerable attention, failed to attract a majority of his party to his standard, and he was defeated for the nomination. That was long before the day of strong anti-railroad agitation, and seven years before the creation of the Interstate Commerce Commission.

### Creates Widespread Interest.

The announcement that the President was considering the scheme of modified government ownership, which should give the government representation on the boards of directors of the chief railroads of the country has created far more interest in Washington than any news of a political nature since the adjournment of Congress.

The news that the Atlantic fleet was to be ordered to the Pacific did not cause any more of a sensation. It is realized that, assuming that the President is really in favor of some tariff revision, and that he is considering declaring for a form of the initiative and referendum in legislation, he has left Mr. Bryan, the truly established of every one of his political vestments.

### What Bryan Declared.

Mr. Bryan declared it to be his opinion that the government would "ultimately" have to assume ownership of the railroads. He said that the President was recommending that the government secure partial ownership of these trunk lines at once. The directors representing the government on the boards would have to be elected by the government, and the government would be in a position to resist such demand with good grace, since it had assumed to aid in shaping an unsuccessful financial policy. Should the roads make money under the new system the demand that the government purchase would not come from the railroads, but that it would come from a large section of the public, which would hope to see rates for service reduced by the exact amount of profits to the railroads under the complex system of private and governmental ownership is scarcely to be doubted. And the demand could not be opposed on principle, since the government would already have yielded the principle in entering into a partnership in the ownership of the roads.

### How Democrats View It.

Democrats are at perfect liberty to criticize the President should he adopt the copartnership policy, since a majority of the Democratic papers at least have declared in opposition to Mr. Bryan's suggestion of ultimate outright ownership. But it is not quite clear how Republican organs who are practically unanimous in adoption of President Roosevelt can commend his new policy and continue to condemn Mr. Bryan for his own hinting at governmental ownership at some indefinite time in the future.

### There was a great deal said after Mr. Bryan's Madison Square Garden speech and hint at government ownership about his having eliminated himself from among the possibilities as a presidential candidate. It is not likely the same kind of talk will be heard concerning the President should he finally declare for governmental ownership of railroads by copartnership.

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## Wise Talks by "The Office Boy"



Don't you think a man has butterflies in his little to go and take all the swell summer suits and outlandish and business suits and trousers and cravattes and odd vests, and a lot of other things, and mark them all down fifteen per cent, and take his profit in kind? If I were the boss I'd mark everything up about fifty per cent, then I'd hold my "kind words" sale, and invite the boys to come in and offer us one-half of their real value. In that way we'd get our money out of them. But, of course, there's a lot of men who are no judges of cloth or trimmings, or the way a piece of goods is made up, and some of these men would offer us more money than we wanted for the stuff, while others would be kind of shy, and offer too little. I suppose the boss's way is the best way to let the original price tags stand and to hold a legitimate mark-down sale on all our suits and take our profit in good will. A sale of this kind helps fall business, and he couldn't afford to carry over so many two-piece suits and light weights; but the funny part of it is, he makes no reservation, but lets it go out at the sawed-off prices. Remember, fifteen per cent. discount on Extra, and twenty per cent. on Straw Hats at half-price.



with WILLIE.

## JAIL SENTENCE FOR TRUST MAGNATES

Ohio Judge Sends Bridge Company Officers to the Work-house.

### HAD ENTERED PLEA OF GUILTY

Court Held That Mere Fine Would Not Suffice—Trying to Escape.

TOLEDO, Ohio, July 12.—Twenty-one members of the Lumber Dealers' Credit Association, nine members of the Brick Dealers' Association, and two bridge agents, who two months ago pleaded guilty to indictments charging violation of the Valentine anti-trust law, were sentenced by Judge Lindsey W. Morris in the Common Pleas Court to-day.

The lumbermen and the brickmen were sentenced to six months in the workhouse, and the brickmen were made to the Circuit Court for suspension of execution of the workhouse sentence passed upon the bridge trust men and the local lumber dealers and the fines assessed against the brickmen. In passing sentence to-day, Judge Morris said:

"The policy of courts heretofore has not only been wrong, but it has been proven to be wrong. The figures submitted to me show that the people of Ohio are entitled to have the law observed and the courts take an attitude toward the law that will require its observance."

### Must Send Them to Jail.

"It has got to the point where there must be no trifling with men of capital and social standing who come into court and admit their guilt."

"What does a fine signify to men who are amply able to pay? It is a check. The only check is the fact that those caught are required to answer."

"Fines are only makeshifts and do not bring prominent citizens to a proper realization of their positions."

"After full consideration I've determined that the proper punishment is imprisonment in the workhouse. The sentence, therefore, on those who have generally pleaded guilty will be that they be confined in the workhouse."

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## NEW REGULATIONS FOR TOBACCO TRADE

Modified Ruling Saves Dealers Much Trouble and Expense.

### KEEP PURCHASE RECORDS

Must Give Names of All Sellers and Have List for Inspection.

WASHINGTON, July 12.—The revised regulations in connection with the internal revenue taxes on tobacco, which became effective on the first of August, to-day received the approval of Secretary Cortelyou and Commissioner of Internal Revenue Capers.

One change of special interest to the tobacco interests, and particularly to dealers in leaf tobacco, is the change in section 2360 of the Revised Statutes, which, under former rulings, required a much more elaborate system of the government books at the warehouses and at the places of business of the dealers than is required under the amended regulations.

This section is now construed so as to require the entry of the name and address of every person to whom tobacco is sold, but it does not require, as heretofore, that the names and addresses of farmers from whom tobacco is bought shall be entered, but can be entered simply as "purchased from farmers," stating the number of farmers, with the district proviso, however, that the original books, however, are to contain the name of every farmer and the number of pounds purchased from him, and the date of the purchase. It is also provided that these warehouse books are to be kept open and always available to the inspection of the proper government officials.

Under the old plan these warehouse books, covering in many cases as many as fifty pages as a result of one day's entries, had to be transcribed into the government books. The present plan makes that unnecessary.

### Leaf Tobacco Change.

Another important change in this connection affecting the leaf tobacco era, is that where a leaf dealer makes a sale to another leaf dealer, but holds the tobacco in his warehouse subject to the order of the purchasing leaf dealer and at his risk, the original dealer making the sale shall enter the same in the proper books, and the purchase and the purchasing dealer shall make a corresponding entry in his book. When the tobacco is removed from the warehouse for shipment, the purchasing dealer to whom it belongs shall enter in his books the names and addresses of the parties to whom shipment is made and the district to which the tobacco is sent.

### CONTEST IN NEBRASKA.

Attorneys for Roads in That State Appeal to Court.

LINCOLN, NEB., July 12.—Before Judges W. H. Munger and T. C. Munger of the Federal Court, attorneys for the to-day to remove from the State courts to-day to remove from the State courts to the Federal courts the cases filed to the State of Nebraska to compel observance of recently enacted railroad legislation. Whether or not the State is a real party at interest when attempting to enforce its own laws in its own courts was debated by Judge W. D. McHugh, of Omaha, representing the Union Pacific, and Attorney-General Thompson, appearing for the State.

### The Laws Sought to be Enforced are the Two-cent Fare Law, the Maximum Freight Rate Law and the Anti-pass and Railway Commission Acts.

The railroad attorneys insist that the State was not a real party to the suit as it had no pecuniary interest in the matter. The Attorney-General quoted from Justice Brewer's opinion in the Debs case, seeking to show that "to prevent the wronging of one, resulting in injury to the general welfare, is often sufficient to give it (a State) a standing in court."

### KENTUCKY FEUDISTS SAY THEY'LL NOT SURRENDER.

LEXINGTON, KY., July 12.—A grand jury at Prestonsburg found indictments to-day against Joseph Fitzpatrick and four cousins, charging them with participating in a feud which resulted in the murder of Andy Coburn a few days since. The Fitzpatricks, who are at their home, fifteen miles back in the Knobs, say that they will not surrender. Coburn was seated in court last evening to a case, when Joseph Fitzpatrick, it is charged, walked up and shot him three times in the back. The mayor escaped from the room unmolested.

### Do not forget that DR. SETH ARNOLD'S BALSAM is the best known Remedy for all Bow Complaints. Warranted by Jno. F. Bauer.

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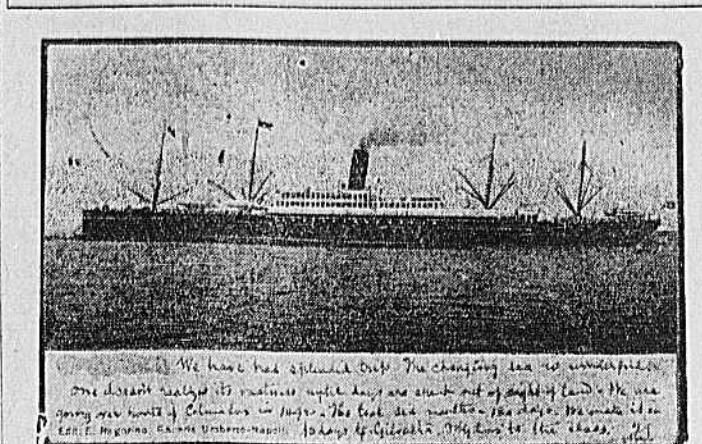
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## RECTOR'S GREETING TO PEOPLE



On a postal card to Mr. John H. Dickerson, Jr., of this city, Rev. Thomas Semmes, rector of St. Andrew's Episcopal Church, who is now abroad, writes as follows: "We have had a splendid trip. The changing sea is wonderful. One doesn't realize its vastness until days are spent out of sight of land. We are going over the route of Columbus in 1492. He took six months—180 days. We make it in ten days to Gibraltar. My love to the class."

## PENNSYLVANIANS STORM JAMESTOWN

Hustling Residents of McKeesport Made Things Lively Wherever They Went.

### BARR RETURNS SATISFIED

Brought Assurance of Cortelyou That Government Will Do All Possible.

[Special to The Times-Dispatch.] JAMESTOWN EXPOSITION GROUNDS, VA., July 12.—This day at the Jamestown Exposition was dedicated to McKeesport, Pa., and a good representation of the hustling Pennsylvania city was here in honor of the occasion. If that part of the population that didn't come down is as lively and enterprising as the representation here, McKeesport is all right.

In the absence of Mayor W. H. Coleman, the delegation here was headed by Mr. William H. Barr, of the McKeesport Daily News, a remarkably wide-awake gentleman, who also led the chorus in welcoming it up to Jamestown. If the balance of McKeesport, and the most of Pennsylvania, don't come to see the great show, it won't be Mr. Barr's fault; for he is going to tell them all to come. Mayor Coleman's absence was occasioned by the illness of his mother.

Rain fell in torrents at intervals during the day, and while it kept the visitors in buildings a good part of the time, it did not damp